

April 23, 2008

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

CONFERENCE REPORT

PROJECT: WALPOLE-CHARLESTOWN 14747
Reconstruct NH-12 from Main Street in North Walpole north approximately 3 miles to NH 12A in Charlestown

DATE OF CONFERENCE: April 9, 2008

LOCATION OF CONFERENCE: Charlestown Silsby Library

ATTENDED BY: **Project Lead Team**

Nate Miller, Upper Valley Lake Sunapee RPC

Donald Lyford – NHDOT Project Manager (PAC Member)

(Absent) Bill Oldenburg – NHDOT Right-of-Way Administrator

John Evans – NHDOT Bureau of Environment (PAC member)

C.R. Willeke – NHDOT Preliminary Design Engineer

Project Advisory Committee

Fred Poisson, Charlestown Planning Board

(Absent) William Sullivan, Charlestown Economic Development Authority

Aare Ilves, Charlestown Citizen Representative

(Absent) Debra Livingston, Fall Mountain Regional School District

(Absent) Jon LeClair, Charlestown Selectboard

Richard Holmes, Charlestown Conservation Commission

Bruce Putnam, Charlestown Business Rep & Highway Advisory Board

(Absent) Robert Beaudry, Charlestown Business Representative

Albert St. Pierre, Charlestown Citizen Representative

David Edkins, Charlestown Planning and Zoning Administrator

Eric Lutz, UVLSRPC Commissioner (Charlestown)

(Absent) Keith Weed, Charlestown Highway Superintendent

(Absent) Ed Smith, Charlestown Police Chief

(Absent) Sharon Francis, Connecticut River Joint Commissions

J.B. Mack, SWRPC (formerly Tim Garceau)

(Absent) Christine Walker, UVLSRPC

Patrick Kiniry, North Walpole Village Commissioners

(Absent) Jim Terrell, Walpole Selectboard Designee

(Absent) Jeff Miller, Walpole Planning Board

Marcia Galloway, Walpole Conservation Commission

(Absent) Donald Lennon, Walpole Business Representative

(Absent) Ken Alton, TransCanada Corporation

(Future member) Mike Lawyer, New England Central Railroad

See Attached List for General Public and Press

SUBJECT: Project Advisory Committee (PAC) Meeting #4 Minutes**NOTES ON CONFERENCE:**

On April 9th, 2008 approximately 20 people gathered at the Silsby Library in Charlestown for a meeting facilitated by the New Hampshire Department of Transportation (NHDOT) and the Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC). The intent was for PAC members to develop a vision statement for the NH 12 corridor within the project limits based on the previously developed problem statement. The vision statement will be used to help develop future screening criteria and future alternatives for corridor improvement.

Introduction

Donald Lyford, project manager for the NHDOT, welcomed everyone and began with NHDOT staff introductions. Don asked the participants to introduce themselves. After audience introductions, Don reviewed the meeting agenda and discussed the recent NHDOT efforts to implement previously suggested low cost improvements.

Low Cost Improvements

Guardrail - Don mentioned that the Department is looking at cable guardrail and galvanized box beam guardrail as narrower and more aesthetic alternatives to the Department's standard wood post with galvanized beam guardrail. A recent inquiry at the New York State Department of Transportation indicated that they no longer support the use of rusty box beam guardrail in the Adirondack Mountain area due to excessive corrosion issues. They are replacing the rusty box beam with galvanized box beam as the budget permits. Aare Ilves asked about the cost of guardrail. *Subsequent to the meeting a review of the recent average unit bid prices for the Department's standard guardrail indicates a price of \$18 to \$22 per linear foot of installed guardrail.*

Fall Mountain Signing – Don mentioned that this summer the Department's Traffic Bureau would be updating signs by adding a guide sign for Fall Mountain Regional High School on the NH 12 northbound approach to the NH 12A intersection and replacing the existing one for the southbound direction.

Pavement Shimming – The NH 12 corridor has been recently over laid with pavement, and therefore pavement shimming will likely not occur in the near future. However, the Department will take a closer look to see if specific areas would benefit from pavement shimming and coordinate with the District Office to see if these could be addressed. Water puddles and icy spots would be the main focus.

Scenic Pull-Offs – Locating new scenic pull-off areas or enhancing existing areas will be looked at when the committee gets into the alternative selection process.

Don then handed the meeting over to Nate Miller to discuss the vision statement.

Vision Statement Development

Nate Miller began the presentation with a flow chart showing where the project advisory committee is in the Context Sensitive Solutions (CSS) process and stressed the definition of CSS: “A collaborative interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.” Nate reminded the committee of the previous problem statement that was developed at the last meeting and asked if there was still concurrence with the statement:

3-12-2008 Problem Statement

“Route 12, the only highway between North Walpole and Charlestown, is too narrow, without shoulders and adequate guardrails. The highway's location, squeezed between the Connecticut River and the active New England Central rail line, and the roadway's aging infrastructure present serious and unique safety concerns. The instability of the bank of the Connecticut River is a serious and immediate safety and environmental concern that threatens the roadway itself and the regional economy. Poor pavement condition and lack of sufficient roadway drainage cause hazardous and unsafe driving conditions. The combination of these factors hinders the ability of vehicles, cyclists, and pedestrians to safely and efficiently travel the corridor, and detracts from residents' ability to access the river and enjoy the scenic beauty of the Connecticut River Valley.”

Everyone concurred. Nate went on to describe the elements of a proper vision statement and provided examples of existing vision statements used on other projects around the state (Meredith, Concord, and Pelham). Nate mentioned that a vision statement should include transportation needs, community values and aspirations, and scenic, aesthetic, historic, and environmental values and goals. Prior to the meeting, PAC member Dave Edkins developed a draft vision statement for the NH 12 corridor and Nate presented the statement to the other PAC members. C.R. Willeke used a laptop computer to make changes to the draft vision statement as PAC members made suggestions. The vision statement was projected onto a screen and PAC members could watch as the edits were being made. The PAC members provided many good comments and a comprehensive vision statement was developed (see below). The major theme of the discussion involved expanding the draft vision with slightly more detail about the various modes of transportation and keeping the scope of the project reasonable in terms of cost. The final vision statement reads as follows:

Vision Statement

“The Route 12 corridor will be safe, efficient, attractive, and environmentally sensitive, while adequately serving the needs of the motoring public, bicyclists, pedestrians and commercial traffic including rail service. Route 12 will be a wider road with adequate shoulders, appropriate guardrails, and safe passage for bicyclists and pedestrians, while providing better access and parking to enjoy the river. This project will realistically maximize the limited space available for the various modes of transportation, while preserving and enhancing the scenic qualities of the area for travelers and residents.”

Now that the vision statement has been completed, the next step in the process is to develop screening criteria to help evaluate potential project alternatives. Some examples of screening criteria include cost, feasibility, environmental impacts, and right-of-way. Nate asked the PAC members to start thinking about potential screening criteria and went on to discuss the project schedule.

Due to longer daylight in the summer months, the next meeting was scheduled to start one half hour later than tonight's meeting. The next meeting is scheduled for:

Wednesday,
June 11th, 2008
Starting @ **6:30** pm
Silsby Library / Municipal Building
Charlestown NH

Submitted by,

C.R. Willeke, PE
Preliminary Design Engineer

Attachment: Sign In Sheet

cc: D. Lyford
W. Oldenburg
J. Evans
W. Lambert - Traffic
D. Graham – District #4
Nate Miller – UVLSRPC
J.B. Mack – SWRPC
PAC Members

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